2006
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
137

City of Williamsburg

Information in this report is included in Report

47

(James City County)

Prepared By

Virginia Department of Transportation

Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

Interstate Route — Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

US Route

Virginia State Route

Frontage Road (F precedes frontage route number)

Secondary Route

Special Routes

Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route
Wye - Wye Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
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2006
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Williamsburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
From: WCL Williamsburg																
5 199	City of Williamsburg (Maint: 47)	0.24	**32000**	**G**	96%	1%	1%	1%	2%	0%	F	0.084	F	0.574	35000	G
To: SR 31, SR 199																
From: SR 31 Jamestown Rd; SR 199																
5 Jamestown Rd	City of Williamsburg	0.27	**11000**	**G**	99%	0%	0%	0%	0%	0%	F	0.089	F	0.591	12000	G
To: 137-7073 John Tyler Memorial Hwy																
From:																
5 Jamestown Rd	City of Williamsburg	1.50	**12000**	**G**	99%	0%	0%	0%	0%	0%	C	0.091	F	0.565	13000	G
To: 137-7075 Boundary St																
From: Jamestown Rd																
5 Boundary St	City of Williamsburg	0.07	**11000**	**G**	99%	0%	0%	0%	0%	0%	F	0.085	F	0.515	12000	G
To: Francis St																
From: Boundary St																
5 Francis St	City of Williamsburg	0.09	**7900**	**G**	99%	0%	0%	0%	0%	0%	F	0.089	F	0.504	8600	G
To: SR 132 Henry St																
From: Francis St																
5 132 Henry St	City of Williamsburg	0.38	**5500**	**G**	99%	0%	0%	0%	0%	0%	F	0.093	F	0.597	6100	G
To: SR 162 Lafayette St																
From: SR 132 Henry St																
5 Lafayette St	City of Williamsburg	0.33	**10000**	**G**	98%	1%	1%	0%	0%	0%	F	0.096	F	0.56	11000	G
To: Capital Landing Rd																
From:																
5 Lafayette St	City of Williamsburg	0.73	**8100**	**G**	98%	1%	1%	0%	0%	0%	C	0.099	F	0.609	8900	G
To: US 60 Page St																
From:																
5 60 Page Street	City of Williamsburg	0.25	**13000**	**G**	98%	1%	1%	0%	0%	0%	C	0.087	F	0.589	15000	G
To: Second St																
From:																
5 60 Page Street	City of Williamsburg	0.31	**12000**	**G**	98%	1%	1%	0%	0%	0%	F	0.087	F	0.521	13000	G
To: US 60 Page St																
From:																
5 Capitol Landing Rd	City of Williamsburg	0.62	**6100**	**G**	97%	1%	1%	0%	0%	0%	C	0.086	F	0.508	6700	G
To: SR 143 Merrimac St																
From: WCL Williamsburg																
31 Jamestown Rd	City of Williamsburg	0.04	**17000**	**G**	98%	0%	1%	0%	0%	0%	F	0.088	F	0.552	19000	G
To: State Maintenance Boundary																
From:																
31 Jamestown Rd	City of Williamsburg (Maint: 47)	0.02	**17000**	**G**	98%	0%	1%	0%	0%	0%	F	0.088	F	0.552	19000	G
To: SR 5; SR 199																
From: WCL Williamsburg																
60 Richmond Rd	City of Williamsburg	1.37	**16000**	**G**	97%	1%	1%	1%	1%	0%	F	0.086	F	0.512	17000	G
To: Ironbound Rd																
From:																
60 Richmond Rd	City of Williamsburg	0.30	**25000**	**G**	98%	0%	1%	0%	0%	0%	C	0.08	F	0.550	27000	G
To: Bypass Rd																
From: Richmond Rd																
60 Bypass Rd	City of Williamsburg	0.11	**20000**	**G**	98%	0%	1%	0%	0%	0%	C	0.079	F	0.536	22000	G
To: NCL Williamsburg																
From:																
60 Bypass Rd	City of Williamsburg	0.50	**12000**	**G**	98%	1%	1%	0%	0%	0%	C	0.095	F	0.523	13000	G
To: Parkway Dr																

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From: Parkway Dr																
60 Bypass Rd	City of Williamsburg	0.16	**9900**	**G**	98%	1%	1%	0%	0%	0%	F	0.085	F	0.503	11000	G
To: SR 5 Capitol Landing Rd																
60 5 Page Street	City of Williamsburg	0.31	**12000**	**G**	98%	1%	1%	0%	0%	0%	F	0.087	F	0.521	13000	G
To: Second Street																
60 5 Page Street	City of Williamsburg	0.25	**13000**	**G**	98%	1%	1%	0%	0%	0%	C	0.087	F	0.589	15000	G
To: SR 5 Lafayette St; York St																
From: SR 5 Lafayette St; Page St																
60 York Street	City of Williamsburg	0.60	**11000**	**G**	97%	1%	1%	0%	0%	0%	C	0.094	F	0.577	12000	G
To: ECL Williamsburg																
From: SR 199																
132 Henry St South	City of Williamsburg	1.77	**3300**	**G**	97%	0%	1%	1%	0%	0%	C	0.086	F	0.579	3600	G
To: Ireland Street																
132 Henry St South	City of Williamsburg	0.08	**4700**	**G**	97%	0%	1%	1%	0%	0%	F	0.090	F	0.63	5200	G
To: SR 5																
132 5 Henry St	City of Williamsburg	0.38	**5500**	**G**	99%	0%	0%	0%	0%	0%	F	0.093	F	0.597	6100	G
To: FRANCIS ST																
From: Lafayette St																
132 Henry St North	City of Williamsburg	0.44	**6700**	**G**	98%	1%	1%	0%	0%	0%	C	0.104	F	0.549	7400	G
To: SR 132 Y																
132 N.Henry St	City of Williamsburg	0.16	**8500**	**G**	98%	1%	1%	0%	0%	0%	F	0.102	F	0.6	9300	G
To: York County Line																
From: Colonial Parkway																
Wye 132	City of Williamsburg	0.29	**4700**	**G**	98%	2%	1%	0%	0%	0%	C	0.113	F	0.522	5100	G
To: SR 132																
From: ECL Williamsburg																
143 Merrimac Trail	City of Williamsburg	0.90	**6600**	**G**	97%	1%	1%	0%	1%	0%	C	0.111	F	0.567	7200	G
To: SR 5 Capital Landing Rd																
143 Merrimac Trail	City of Williamsburg	0.37	**8300**	**G**	96%	1%	1%	0%	1%	0%	C	0.114	F	0.531	9000	G
To: York County Line																
From: WCL Williamsburg																
199 5	City of Williamsburg (Maint: 47)	0.24	**32000**	**G**	96%	1%	1%	1%	2%	0%	F	0.084	F	0.574	35000	G
To: SR 5; SR 31 Jamestown Rd																
199	City of Williamsburg (Maint: 47)	0.07	**34000**	**G**	96%	1%	1%	1%	2%	0%	F	0.087	F	0.550	38000	G
To: James City County Line																
From:																
199	City of Williamsburg (Maint: 47)	0.09	**34000**	**N**	96%	1%	1%	1%	2%	0%	N	0.087	N	0.550	38000	N
To: ECL Williamsburg																
From: 47-615 Ironbound Rd																
321 Monticello Ave	City of Williamsburg (Maint: 47)	0.77	**NA**									NA			NA	
To: Compton Dr																

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Route	Jurisdiction		Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
								2Axle	3+Axle	1Trail	2Trail						
		From:	James City County Line														
90003 Colonial Parkway	City of Williamsburg (Maint: US)		3.20	**6100**	**G**								NA			6400	G
		To:	York County Line														

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Williamsburg																
(7075) Richmond Rd	0.37	**19000**	**G**	98%	0%	1%	0%	0%	0%	C	0.088	F	0.531	21000	G	2006
From: Bypass Rd																
To: Monticello Ave																
(7075) Richmond Rd	0.95	**12000**	**G**	98%	0%	1%	0%	0%	0%	C	0.085	F	0.549	13000	G	2006
From: Armistead Ave																
(7075) Francis St	0.91	**6800**	**G**	97%	1%	1%	0%	1%	0%	C	0.093	F	0.584	7400	G	2006
From: Henry St South																
To: Waller St																
(7077) Lafayette St	0.12	**8600**	**G**	97%	1%	1%	0%	1%	0%	F	0.101	F	0.6	9400	G	2006
From: Richmond Rd																
To: Bacon Ave																
(7077) Lafayette St	0.82	**9900**	**G**	97%	1%	1%	0%	1%	0%	F	0.096	F	0.531	11000	G	2006
From: Bacon St																
To: Henry St																
(7079) Second St	0.19	**13000**	**G**	98%	0%	1%	1%	0%	0%	F	0.087	F	0.581	15000	G	2006
From: Page St																
To: Parkway Dr																
(7079) Second St	0.22	**14000**	**G**	98%	0%	1%	1%	0%	0%	C	0.097	F	0.578	16000	G	2006
From: York County Line																
(7081) Iron Bound Rd	0.57	**7900**	**G**	97%	1%	2%	0%	0%	0%	C	0.086	F	0.594	8600	G	2006
From: James City County Line																
To: Longhill Rd																
(7081) Iron Bound Rd	0.05	**12000**	**G**	97%	1%	2%	0%	0%	0%	F	0.081	F	0.561	13000	G	2006
From: Richmond Rd																
(7082) Longhill Rd	0.63	**3900**	**G**	98%	1%	1%	0%	0%	0%	C	0.082	F	0.610	4300	G	2006
From: Ironbound Rd																
To: WCL Williamsburg																
(7083) Monticello Ave	0.35	**15000**	**G**								0.086	F	0.501	16000	G	2006
From: Compton Dr																
To: Richmond Rd																
(7086) Penniman Rd	0.49	**2000**	**G**	98%	1%	1%	0%	0%	0%	C	0.098	F	0.704	2200	G	2006
From: Page St																
To: York County Line																
Carters Grove Country		**390**	**G**								0.117	F	0.696	390	G	2006
From: Golf Course Entrance																
To: Williamsburg Avenue																
Holly Hills Drive		**680**	**G**								0.115	F	0.503	680	G	2006
From: Jones Mill Lane																
To: Sir Thomas Lunsford Dr																
Matoaka Court		**1500**	**G**								0.12	F	0.812	1500	G	2006
From: Mount Vernon Avenue																
To: Richmond Road																
Patrick Henry Drive		**590**	**G**								0.108	F	0.516	590	G	2006
From: Piney Creek Dr																
To: Waltz Dr																
Quarterpath Rd		**570**	**G**								0.104	F	0.545	630	G	2006
From: SR 199																
To: York St																
S England Street		**2100**	**G**								0.101	F	0.555	2100	G	2006
From: Williamsburg Avenue																
To: Francis Street																